Palmetto AVIATION

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South Carolina Airplane Breaks Two World Speed Records

Stock Aircraft Used to Set Marks; S.C. Men Will Produce and Sell Kits to Make Plane

White Lightning used to set world speed records in two weight classes.

"White Lightning," a South Carolina-built prototype four-passenger airplane, topped 260 mph in breaking two air speed records held by the Soviet Union since 1979.

Howell C. Jones, designer of the White Lightning, and his business associate Ray Ward flew the aircraft along a 13.7 mile course between the Allendale and Hampton-Varnville airports in separate flights to break the marks previously set by Vladislav Loitchikov, in a single-seat 360 H.P. airplane.

The new speed records were set December 19 under the observations of Milton M. Brown and Don Berliner of the

see White Lightning page 7

Commission Employees Honored By Governor

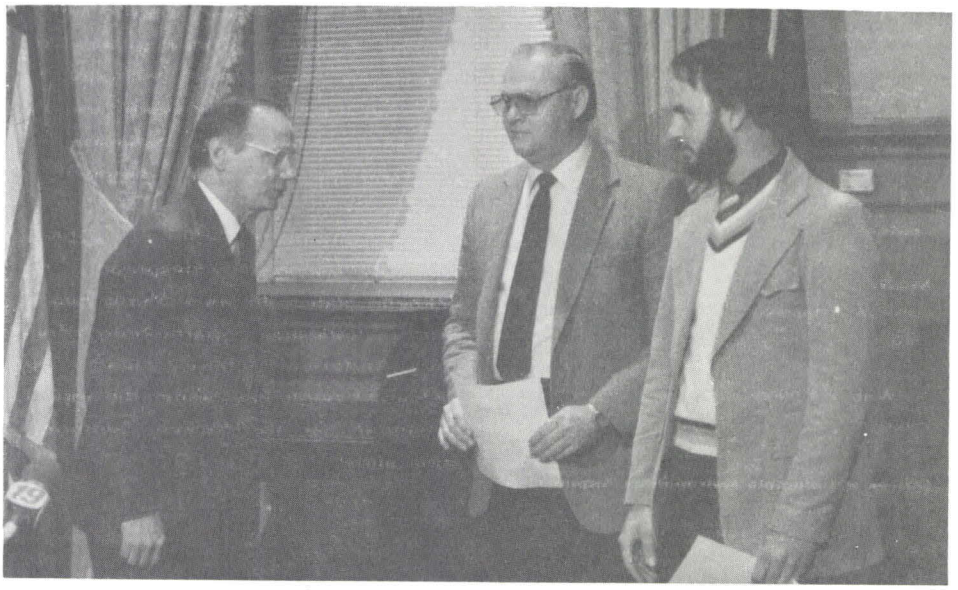
Commission employees Rex Dula and Neil Baker were honored for heroism by Governor Dick Riley in ceremonies at the Statehouse last month.

Dula and Baker were recognized for their part in the rescue of two men injured on I-77 when a tractor-trailer rig ran into a state road crew last December.

Citing the seriousness of the victim's injuries (one man was burned over 85 percent of his body), Gov. Riley pointed out that the victim was alive today only because of Dula's and Baker's quick thinking and actions.

"You know, a lot of functions I perform as governor are not pleasant. A lot

see Awards page 7



Governor Riley presents Heroism Awards to commission employees Rex Dula (L) and Neil Baker in ceremonies at the Statehouse in Columbia.

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.
The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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The following editorial appeared in the January 9 issue of *The State* newspaper.

Charlotte-to-London flights benefit S.C.

The U.S. Dept. of Transportation hearings this week on applications by four airlines for a transatlantic route to London are of consequence to South Carolinians since Charlotte, Raleigh-Durham, Pittsburgh and Cincinnati are proposed origins.

Delta Air Lines asks to run the route from Cincinnati; Pan American World Airways wants Pittsburgh; American Airlines seeks to fly from Raleigh-Durham; and Piedmont Airlines proposes Douglas International Airport at Charlotte as a gateway for overseas flights. The airlines and the communities involved will wind up their cases today for the decision which will be handed out in March.

Piedmont has pressed its role as a regional service with Charlotte as its hub. Piedmont serves more airports in the Carolinas, Virginia, eastern Tennessee and northern Georgia than any other carrier. And it has received support from a number of South Carolina governmental and civic organizations, including the S.C. Aeronautics Commission and the Greater Columbia, the Charleston Trident and the Greenville Chambers of Commerce.

Endorsements of Piedmont's application have also been widespread in the Palmetto State. Officials in Myrtle Beach, North Charleston, Spartanburg, Rock Hill, Anderson, Hilton Head, and Richland County have joined the appeal. Savannah has also backed Piedmont's application.

From South Carolina's standpoint, Charlotte is the most favorable gateway to London, not only for tourists but for the large number of employees of foreign-owned plants and businesses located here which require air connections with Europe.

Atlanta is already a gateway for travel abroad but is some 200 miles from Columbia. Raleigh-Durham is about the same distance from the Midlands. Charlotte, connected to our area by I-77, is clearly preferable as a point of departure and arrival for London flights if South Carolina travelers decide to reach the airport by car.

Piedmont has numerous flights (194 daily) available that connect with the Queen City from various points. One hundred additional daily flights by 1988 were announced during November in a major Piedmont expansion, which will include a $42 million maintenance and training complex and $15 million for six new gates to Concourse B at Douglas International. It presently uses 17 gates at that airport.

While we may wish that Columbia Metropolitan Airport were in the running, we are not at all reluctant endorsing Charlotte's selection since it would benefit South Carolina more than the others.

Piedmont officials are optimistic the decision will be in their favor if the test is the highest level of service for the greatest number of people. We'd like to see them win it, too.

C.A.P. NEWS

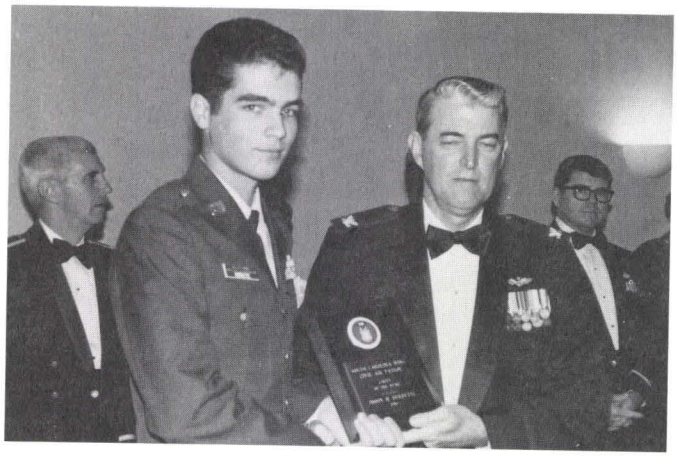
The Civil Air Patrol wrapped up another successful year of service with its annual Wing Conference held recently at Myrtle Beach.

The conference included flag presentations, training seminars, Commander's Call and awards and promotion ceremonies. This year's guest speaker was famous aircraft artist Bill Reynolds who described the history behind some of his better known works.

Those winning awards included Jimmy H. Burnette of Greenville, named Outstanding Cadet of the Year; and 1Lt. David Cameron and SM Marion H. Carroll, named the Outstanding Public Affairs Officers of the Year.

LTC Bobbie Davis has been selected as the first female Group Commander in South Carolina. She will command group III which includes the Myrtle Beach, Lake City, Florence, Darlington, Sumter, Columbia and Capital City squadrons.

LTC Davis is an Education Professor (Phd.) at Francis Marion College in Florence and has been with C.A.P. for 12 years.



Jimmy H. Burnette, Greenville Composite Squadron, receives the Cadet of the Year Award from COL. Douglas T. Abercrombie, SC Wing Commander.

Breakfast Club

Feb. 8	Charleston Executive John's Island Hosted by Seabrook Island For weekend reservations, call 1-800-922-2401; ask for Nancy Leach. Discounts available.
Feb. 22	Woodward Field Camden
Mar. 8	Open
Mar. 22	Darlington County Darlington
Apr. 5	Open
Apr. 19	Twin Lakes Aiken
May 3	Berkeley County Moncks Corner
May 17	Laurens County (Laurens County Jubilee)

1987 NASAO Airport Seminars Announced

The NASAO Center for Aviation Research and Education has announced the 1987 series of Airport Seminars to be presented at 15 locations throughout the country. This comprehensive educational program of airport administration and maintenance is in its second year. Eckrose/Green, Associates of Madison, Wisconsin, will be presenting the seminar on "How to Assure the Future of Your Airport."

State and local officials are playing an ever-increasing role in airport planning operations and development forced by reduced federal involvement. Public officials who understand the changing airport marketplace will be able to preserve and improve service to their constituents; those who do not will lose out in the ongoing competition for air transportation.

The two-day program looks candidly at responsibilities of appointed and elected officials for airports in their respective jurisdictions. It presents methods and procedures for planning, budgeting and implementing airport improvements. It offers guidance for establishing safety programs and managing risk; provides organization and management techniques for facility maintenance; addresses the complex relationship between owner and tenants, including discussions dealing with leasing and renting. Additionally, the course outlines procedures to determine the true value of an airport to a community and presents techniques for gaining public support.

Seminars Closest to South Carolina
February 24-25
Richmond, Virginia
March 3-4
Montgomery, Alabama

To obtain more information on the program, telephone NASAO SEMINARS, (608) 274-2008 or telephone the NASAO Center for Aviation Research and Education, Inc. at (202) 783-0744.

Aeronautics Commission Hires New Pilot

Carl L. Amick has been hired as a line pilot for the South Carolina Aeronautics Commission.

Amick recently retired from the U.S. Army after a 22-year career that included tours of duty stateside in Georgia, North Carolina and Alabama. Amick also served overseas in England, West Germany and Korea. He also served a year in Vietnam as Combat Assault Helicopter Pilot.

During his last years in the Army, Amick served as safety and maintenance officer for the U.S. Army Parachute Team, "The Golden Knights."

Amick hold's an A.T.P. with instrument and instructor ratings in both fixed wing and helicopters. He has over 6,700 hrs. total time split almost evenly between airplanes and helicopters.

A graduate of Newberry High School, Amick also has an A.S. degree from the University of New York, Albany, and a B.A. in Human Resources Management from Pepperdine University.

He also wears cowboy boots!!

This article was excerpted from a Special Issue General Aviation Airworthiness Alert issued in December 1986.

WINTER

Anti-icing Additives

While proper fuel sampling and sumping is essential in preventing the formation of ice due to free water in the fuel, it will not eliminate the hazard of ice blockage of fuel flow. Under certain conditions, water in suspension or solution may form ice crystals. Since water in suspension or solution is not removed by sumping, the formation of ice crystals must be prevented by adding anti-icing additives, such as isopropyl alcohol or ethylene glycol monomethyl ether (EGME), to the fuel. Both additives absorb water and reduce the freezing point of the mixture. Teledyne Continental Motors and Avco Lycoming approve the use of both additives in their engines, subject to approval by the respective airframe manufacturers. When alcohol or EGME are used, instruction for their proper use must be carefully followed. Obtain and follow the aircraft and engine manufacturer's recommendations regarding the use of anti-icing additives in the fuel for your aircraft.

Draining Sumps

Proper sumping is very important during the preflight check. Sufficient fuel should be drawn off into a transparent container to see if the fuel is free of contaminants. Extra care should be taken during changes in temperature, particularly when it nears the freezing level. Ice may be in the tanks, which may turn to water when the temperature rises, and may filter down into the carburetor or fuel controller causing engine failure. Water can freeze in lines and filters causing stoppage. A small amount of water, when frozen, can prevent proper operation of fuel pumps, selector valves, and carburetors.

Snow and Ice Removal

Aircraft easily accumulate snow, ice, and frost. Snow and ice are obvious and must be removed before flight. Frost, however, is more deceptive. Frost not only increases gross weight, it drastically alters the lift-drag ratio of an aircraft making takeoff extremely hazardous. There is no such thing as a little frost on aircraft surfaces. The only conditions that apply are none or some - and some is too much. Never risk aircraft damage by chipping or scraping it off; let the warmth of a hangar or deicer do it gently.

Where removal of deposits must be accomplished outside, the use of a nonflammable deicing fluid, such as one containing a glycol base, is quite effective. This type of remover has an additional advantage in that the slow rate of evaporation, coupled with its viscosity, leaves a protective film on the surfaces which dissipates slowly thereby providing a latent degree of protection. Protection decreases with time and melting snow diluting the fluid.

The glycol solution should not be applied to acrylic plastics as it may cause crazing. Do not spray the deicing fluid into pilot tubes, static ports, or engine inlets. The inaccessibility of the horizontal stabilizer on T-tail aircraft makes it easy to overlook when inspecting and deicing these aircraft.

An item often neglected, and the source of many problems, is the landing gear of aircraft operating from mud, snow, and slush covered surfaces. Experience has proven it wise to remove most types of wheel streamline covers from fixed-gear aircraft during the winter months even though it results in a never ending job of trying to keep the aircraft clean. This practice eliminates the possibility of mud, slush, etc., building up between the tires and streamline covers and then freezing into a solid mass. On retractable-gear aircraft, the integrity of shields, boots, and curtains used to protect actuating devices and switches must be maintained. In addition, retraction mechanism lubrication, in accordance with the manufacturer's recommendations, cannot be overstressed. Oleo struts should be serviced with nitrogen for winter operations. Otherwise, ice crystals can form in the hydraulic fluid and cut the seals. The struts should also be wiped with clean hydraulic fluid to remove snow, ice, and dirt. Improperly rigged skis are also a relatively common source for accidents each winter.

Refreeze Problems

Make sure there is no melted ice (water) on the aircraft that can refreeze on surfaces, in flight control areas, or landing gear mechanisms when they are out in the cold again. Small quantities of water accumulating in places such as control surfaces may create a condition of static unbalance that would seriously impair the operational control of the aircraft in flight. Check the pitot head area and static ports for any refreeze water that may create turbulent air flow.

Water freezing in accessories may also cause a problem. For example, a pilot could not get either alternator on the line after starting both engines. Investigation revealed that moisture trapped in the alternators had frozen the rotor preventing rotation. When the starters engaged, the alternator drive pad couplings sheared.

Check drain holes in pitot tubes, wings, stabilizers, flight control surfaces, fuselages, and airscoops to make sure they are unobstructed and capable of serving their intended purpose. Systems should be checked for the presence of water in accordance with the appropriate aircraft manufacturer's recommendations. Special attention should be paid to deicer boots and prop deicers.

Maintenance and operations personnel should leave propellers on parked aircraft in a position that will reduce the chance of water accumulating in the spinner cavities causing unbalance and resulting in damage when the engine is started and run. In order to prevent prop

OPERATIONS

oil congealing and the prop becoming inoperative during flight in very cold weather, it may be necessary to exercise the constant speed prop every few minutes by moving the prop controls forward and back during flight. Be careful and avoid overspeed.

Winterization Kits and Procedures

Cold weather operation of the aircraft engine involves conditions that require special preparations and precautions as compared to normal weather operation. Vaporization of the fuel becomes difficult, and the high viscosity of oil causes reduced cranking speed with accompanying high loads on the starter.

Often the accessories fail because of congealed oil. This is very evident by the increased number of oil cooler failures on reciprocating engines in cold weather. Excessive priming washes the oil from the piston rings and cylinder wall causing piston scuffing and scoring of the cylinders. If your aircraft engine has 50 weight oil for operation in warm weather, consider changing to a lower viscosity oil (generally 30 weight), before flying in very cold weather.

Some aircraft use winterizing kits to maintain desired engine operating temperatures and to prevent oil coolers and vapor vent lines from freezing. Any questions regarding the utilization of such kits should be directed to the appropriate aircraft manufacturer. Attention to such details as warming up the engine before takeoff and allowing the engine to cool down prior to shutting it off pays dividends in many ways, especially at overhaul time. Good practices would also include a check of the carburetor air heat system and the degree of heat rise available. At the same time, the engine idle r.p.m. and mixture, with and without carburetor air heat, should be checked.

Engine Preheat

Some precautions should be considered when using aircraft preheat. The following recommendations regarding aircraft preheat are form Advisory Circular 91-13C:

(i) preheat the aircraft by storing in a heated hangar, if possible;

(ii) use only heaters that are in good condition and do not refuel the heaterwhile it is operating;

(iii) during the heating process, do not leave the aircraft unattended and keep a fire extinguisher handy;

(iv) do not place heat ducting so it will blow hot air directly on combustible parts of the aircraft; such as, upholstery, canvas engine covers, or flexible fuel, oil, and hydraulic lines;

(v) when using a "fire pot" (salamander) for heating, it is suggested that wire mesh be inserted in the ducting between the pot and the engine to stop flaming pieces of carbon from entering the aircraft or engine compartment.

Things to Watch For

The crankcase breather deserves special consideration when preparing for cold weather. Frozen breather lines have created numerous problems. Most of the water of combustion goes out of the exhaust; however, some water enters the crankcase and is vaporized. When the vapor cools, it condenses in the breather line subsequently freezing it closed. Special care is recommended during the preflight to assure that the breather system is free of ice. Reports are common of engine oil loss from blown crankshaft seals caused by pressure generated by frozen breather tubes.

Breather tubes should be inspected to ensure that the inside surfaces are clear and unobstructed. It is normal practice for the airframe manufacturer to provide some means of preventing freezeup of the crankcase breather tube. The breather tube may be insulated, designed so the end is located in a hot area, equipped with an electric heater, or it may incorporate a hole, notch, or slot which is often called a "whistle slot." The operator of any aircraft should know which method is used and ensure that the configuration is maintained as specified by the airframe manufacturer.

Jet engines can accumulate internal ice overnight and resist rotation when starting is attempted. With any indication of locked rotor, unusual noise, or low r.p.m., discontinue the start. The procedure here is fundamental. The point is to be aware that the rotors could freeze on any cold weather start and to be alert enough to discontinue the start before damaging the engine. When weather forecasts include snow, ice, or sleet, engine cowl plugs for jet engine inlet and outlet openings should be installed if aircraft is to be exposed to the elements.

Cabin Heaters

Of utmost importance is the cabin air heating systems and the dangers associated with any form of system leakage that would allow carbon monoxide to enter the area occupied by the crew and passengers. It is a good practice to supplement cabin heating system inspection with periodic carbon monoxide detection tests, especially in those cases where visual inspections are infrequent. Carbon monoxide tests are reliable and may be accomplished quickly without any disassembly operations. Such tests, however, are not conclusive as the state of the preservation and actual condition of the component parts of any heating system can only be determined by visual inspection. Fifty-five different arriving aircraft were checked at an airport and seven appeared to be exposing the occupants to increased levels of carbon monoxide. Carbon monoxide is a colorless, odorless, and tasteless gas that has long been suspected as a cause for some aircraft accidents. Don't guess about this gas, as you can't see or smell it. By the time you feel it, it may be too late. Further, the susceptibility to carbon monoxide poisoning increases with altitude.

Eye Sore

Those pilots using extended-wear contact lenses (the type intended for round-the-clock use) should be on the lookout for possible ulcers on their corneas, signaled by redness, blurred vision, or pain in the eye.

Reports have been turning up with increasing frequency about corneal ulcers and bacterial infections associated with the use of extended-wear lenses. It's reached a point where the Food and Drug Administration has now issued a warning directly to doctors urging them to be on the alert for unhappy corneas.

While nobody is certain yet about the cause of such problems, there's reason to believe that the reduced amount of oxygen available beneath the extended-wear type lenses makes users more vulnerable to corneal ulcers. This may be aggravated by the minor trauma of inserting or removing the lens.

Until more is known, users are urged to know and follow precisely the procedures for cleaning their lenses, and *not* to exceed the recommended maximum period of use without removal, cleaning and disinfection.

If a wearer sees any sign of reddening, blurry vision, pain or discomfort (other than the transient grain of dust to which all contact wearers are susceptible), he or she should remove the lens immediately and get medical attention. Corneal ulcers can develop very quickly, and can lead to a permanent loss of vision if not properly taken care of.

Mechanical Failure Caused Navy Crash

Pilot error has been ruled out as the cause of a plane crash near Columbia last March involving a Navy T-34C Turbo Mentor.

Lt. Cmdr. Ronald Litzenberger, who investigated the accident, concluded that pilots Donald Bohorques, Jr. and Sherwood "Woody" Collins, both Marine captains, were not at fault. Both were killed in the crash.

The findings were based on statements from witnesses who said the plane's engine made unusual sounds, sputtered and cut off just before the plane went into a spin and plunged to the ground.

"The engine was spitting and sputtering like it had bad gas in it," said one witness. However, investigators found nothing wrong with the gas and stated that the engine was producing full power when it hit the ground.

Capt. R.V. Goodloe, commander of Training Wing 5, to which the aircraft was assigned, agreed with the report that a temporary power loss at an altitude of less than 1,000 feet caused the plane to spin before the pilots could take action to save the aircraft and themselves.

Washington Museum Highlights Air Traffic Control

A new exhibit has opened in the Smithsonian Institution's National Air and Space Museum in Washington, D.C.

The Smithsonian exhibit is called "Air Traffic Control, the First 50 Years". It was conceived and designed as a joint project of the Air Traffic Control Association and the National Air and Space Museum, with technical advice from the FAA. The exhibit is funded by the ATCA through the sponsorship of the Association's corporate and individual members and other supporters within the aviation industry. It is part of a series of events and projects ATCA has planned and underway to commemorate the 50th anniversary of the air traffic control system.

"Air Traffic Control, the First 50 Years," tells the historical drama of the development of the air traffic system, according to the ATCA, and provides an explanation of how the system operates today as well as previewing the promising future of air traffic control. The story begins with a historical, pictorial time line, tracing development of the technology of air traffic control from the first air mail service to the radar, precision landing equipment and computers of today's system.

Illustrating air traffic control today are displays such as a map of the U.S. depicting airways, controlled areas and elements of air safety; a mock-up of a control tower with an instructional interactive video display which teaches the principles of aircraft separation; and a series of displays which explain the purpose and operation of terminal and enroute radar control and FAA Flight Service Stations. A seperate section graphically illustrates FAA's $12 billion investment in modernization to keep pace with growth in aviation demand.

The exhibition will be in the National Air and Space Museum's Air Transport Gallery for the next three years.

Joint Safety Seminar Announced

A joint safety seminar conducted by accident prevention specialist Toney Goble, FSDO-Columbia, and Kenneth W. Medley, A.O.P.A. Mid-Atlantic Region representative will be held Tuesday, March 10 at the Greenwood County Airport.

The meeting gets underway at 7 p.m. and refreshments will be served. All pilots and interested parties are invited, so mark your calendars.

Bob Harris Retires From Atlanta A.D.O.

After more than 24 years with the F.A.A., including 22 years in the Atlanta Airports District Office, Bob Harris has retired.

Mr. Harris has been associated with South Carolina airports for over 20 years during which time he gained the friendship and respect of many in the state's aviation community.

During his time of service in the Atlanta A.D.O., Mr. Harris had been an airport planner, project manager, program specialist, compliance specialist and supervisor and manager.

He was instrumental in the construction and opening of 16 new public airports in South Carolina. In addition, during his service, nine new paved and lighted runways were added to existing airports. He was also responsible for 46 different airports receiving federal financial assistance during this period.

The aviation community in South Carolina wants to thank Bob Harris for 20 years of dedicated service and wishes him well in future endeavors.

White Lightning from Page 1

National Aeronautics Association.

Piloting the aircraft in the 1,102-to-2,204 pound weight class was Jones, a structural engineer and a 1950 graduate of the Citadel. He measured 267.15 mph to better the Russian-held record by an astounding 31 mph.

Then, with additional weights added to put the aircraft into the 2,204-to-3,858 pound category, Ward flew the glass fiber plane along at 272.17 mph - 36 mph faster than the old record.

Jones claims that the White Lightning is capable of even faster speeds. He pointed out that the records were set with a fairly worn out 210 horsepower engine, 150 horsepower less than what the Soviets used in setting the previous records.

White Lightning, whose design is "cleaner" than other propeller-driven aircraft in its class, is the fastest four-passenger aircraft in the world, according to Jones. He said he intends to seek more records with the aircraft.

The unique thing about the speed records is that they were set with a stock-type aircraft available to the general public, said N.A.A. official Brown. In the past, records have been set with aircraft specifically designed for the speed events.

Jones and Ward head the White Lightning Aircraft Corp., which produces the aircraft in kit form. The corporation made its first deliveries in January, said Jones, corporation president and chief engineer. Ward holds down the position of vice president and production manager for the organization.

When the corporation, located in Walterboro, reaches full production, Jones anticipates deliveries of eight kits per month.

The kit, minus an engine, propeller, radio and instruments sells for just over $30,000. As in all kit-built aircraft, cost, as well as time to build, will vary widely. According to Jones, the extent of instrumentation and avionics desired by the builder will determine the final cost. He said it was the corporation's goal to produce a fully IFR-capable aircraft for $50,000.

White Lightning has a range of 1,500 miles at 260 mph. At 200 mph the range increases to about 2,200 miles.

Anyone interested in this South Carolina-built aircraft can contact White Lightning Aircraft Corp., Rt. 1, Box 394A, Seabrook, SC 29940, Ph. (803) 846-4000.

Awards from Page 1

of things we read in the paper and see on television or hear on the radio are not pleasant either. But occasionally we find something that has happened which we are very proud of and I have an award for bravery and heroism that I give on very rare occasions to people that have performed their job or a service to some other person in a real fine, outstanding way.

"These two guys saw that there was trouble," the governor continued. "They could have kept right on going, which is what most people may have done. But these guys came back around, landed, picked up two of the seriously injured people and carried them to the hospital, not thinking any big deal about it, just thinking about what they should do as people concerned about others."

After highlighting the details surrounding the accident and rescue, governor Riley presented Dula and Baker with the Governor's Award for Heroism.

"I just want to say as Governor to Rex Dula and Neil Baker, congratulations for being grand people and state employees that I, and all South Carolinians are proud of."

Former Assistant Director's Son Dies Fighting Fire

John M. "Jay" Barry, 40, of West Columbia and the son of Jack Barry, former Assistant Director of the Aeronautics Commission, was killed fighting an early morning fire December 27.

Barry was a 14-year veteran of the Columbia Fire Department and died from smoke inhalation and carbon monoxide poisoning while fighting a fire in a vacant building in North Columbia. He was the first firefighter to die in the line of duty in Columbia in more than 60 years.

Palmetto Aviation, on behalf of the commission, offers condolences to the entire Barry family.

*****NOTICE*****

EFFECTIVE FEBRUARY 17 HILTON HEAD ISLAND UNICOM CHANGES FROM 122.8 TO 123.0

*****NOTICE*****

Lawyer-Pilots Bar Association Semi-Annual Meeting Announced

The Lawyer-Pilots Bar Association will be holding its semi-annual conference at Treasure Cay Beach Hotel, Abaco Island, Bahamas from February 18 to 22.

The association is an international professional organization of lawyers who are pilots. Many members are engaged exclusively in representing aircraft manufacturers, pilots, F.B.O.s, air carriers and commuter airlines.

For more information contact: David E. Prewitt, Suite 1225, 1411 Walnut St., Philadelphia, Pa 19102, (215) 557-9998.

New Flights

American Airlines will offer three daily flights between Columbia and the airlines' new hub at Raleigh, N.C., beginning this fall, a company official said.

The flights will give Columbia travelers one-stop service to 28 cities, including Pittsburgh; Buffalo, N.Y.; Rochester, N.Y.; and Hartford, Conn.

Scheduled to begin Sept. 3, the new service also could give Columbia one-stop service to London. American has applied to the federal Department of Transportation for Raleigh-to-London service, and the airline hopes the flights will start next summer.

American announced last week that it was opening a north-south hub at the Raleigh-Durham airport. American will open the hub on June 15, and Columbia will be linked in September.

SOUTH CAROLINA
AERONAUTICS COMMISSION
P.O. Drawer 1987
Columbia, South Carolina 29202

Flashback

Digging through some old files the other day, we came across this essay that was published in Palmetto Aviation in 1964. We found it interesting and hope you do too.

Why I Want To Be A Pilot
By
Tommy Tyler, 5th Grade,
Jefferson School, Beaufort, S.C.

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school; they just have to learn to read numbers so they can read their instruments. I guess they should be able to read road maps, too, so they can find their way if they get lost. Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds, and they can't be afraid of thunder or lightning because they are so much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is. I hope I don't get air-sick, because I get car-sick and if I get air-sick I couldn't be a pilot, and then I would have to go to work.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.